Terms of the Enquirer.

3.7 The Enquirer is published DAILY (for the city) and SEMI-W-LEKLY (for the country.) For the Daily Paget, seven dollars per annum, and at the rate of eight dollars if taken for a shorter period than one year. For the Semi-Weekly, five dollars per annum, and Three behavior for six months, payable in advance, to be paid in the office, or remitted by mail, post paid; or Six Dollars per annum at the end of the year.

3.7 All dues to this office may be remitted per mail, a good and available Bank notes, at the risk of the Editor, the postage of all letters being paid by the writers.—

(the postage of a single letter is scarcely of any account to like writer. It is the accumulation of postage, in an accessive husiness, which operates as a serious tax question Editors.)

tiensive husiness, which operates as a serious tax 0,000 the Editors.)

TERMS OF ADVERTISING.

IN THE DAILY ENQUIRER—For one square of sitteen lines, or less, first insertion, fifty cents, and every succeeding insertion twenty-five cents—it inserted once a week, twice a week, or three times a week, thirty-seven and a half cents.

IN THE SEMI-WEEKLY—One square of sixteen lines, or less, first insertion, 75 cents; for each continuance, 50 cents.

Annual advertisers are charged fifty dollars for thirty

Annual advertisers are charged fifty dollars for thirty
Annual in that proportion for advertisements of a
times, and in that proportion for advertisements of a
times, and in that proportion for advertisements and Auctionters, who are charged one hundred dollars (paper in-

childed)

3.7 All Obituories and Marriages from the country, whenever the party's hand-writing is unknown at this Office, must be authenticated by the endorsation of the Posmaster in the neighborhood, or they will in no case be published. Every measure, that has been taken to percent impositions and quizzes, has proved heretofor unavailing. We must, therefore, insist, its such a case, upon the communication being certified by the name of the Postmaster, written on the back of the letter.

COMMISSION MERCHANT,
WILL give his personal attention to the sale of
COUNTRY PRODUCE, and solicits the patronare of his friends and the public. Office at the store of
Mestre. F. LATHROP & VAN DEURSEN, No. 91,
Main Street, Richmond. July 5—c3m COMMISSION FORWARDING AND

COMMISSION FORWARDING AND STORAGE HOUSE.

THE undersigned having changed their business from the Grocery and Commission to a GENERAL COMMISSION, FORWARDING and STORAGE BUSINESS, will have it in their power to pay strict and personal attention to the sale of all kinds of country produce entrusted to their care, and pledge themselves at all times to use their best exertions to promote the interests of those who may kindly favor them with their business. Their Store House is on Broad Street, No. 135.) immediately opposite the Richmond, Frederickshurg and Potomac Railroad Depot, where they will receive Flour, Grain, &c., on Storage, at the cheapest rates. All orders for Groceries, &c., filled promptly, and on the best terms. J. W. MARSHALL & CO. Richmond, Sept. 7, 1847.—e1m

JAMES M'CONKY & CO.,

SUCCESSORS TO

WM McDONALD & CO., and

GEO. W. RICHARDSON & CO.,

GROCERS AND Commission Merchants,

No. 87 and 89, Bonchy's Wherf, Baltimore,
McC. & CO. tender their services to the Farmers
and Merchants for the sale of GRAIN and other
PRODUCE. Their long experience and intimate knowledge in this branch of business justify them in assuring those who may favor them with their consignments
the highest going rates.
Baltimore, August 3, 1847.—clawlm

NEW FORWARDING AND COMMISSION HOUSE.

I. H. Trigg

I AVING taken a House on the Basin, tenders his services to his friends and the public generally, in fawarding merchandise, and for the sale of all the state of the sale of all the

triple articles of produce.

L. H. T., in the sale of Tobacco, will be assisted by a gentleman, who, from long experience and acknowa gentleman, who, from long experience and deknow-bedged judgment, is fully competent to sustain the in-terests of Planters. Feb 9--cif SITUATION WANTED.

SITUATION WANTED.

A GRADUATE of one of our best Colleges, well quaA fined to teach all the branches usually taught in
our Academies and High Schools, and also the French
and German languages, wishes to obtain a situation
for the ensuing year. A situation as Teacher of Lanquages in some established Institution would be pre
ferred, though he would be willing to take the entir
charge of a School for a sufficient salary. A situation
in the South or West would not be objectionable. He
has had acveral years' experience in teaching, and can
produce satisfactory testimonials of moral character,
qualications, success in teaching, &c. Letters, prepard, addressed to A. B., Thomsburg, Spottsyrvania coyla, will receive prompt attention. Aug. 20-ctf.

LOUISA RAILROAD.

to decide on the lostern base of the Blue Ridge, meeting of the Stockholders is desired, and a free on the cars, in going and returning, will be given in. By order of the Board, THOS. T. CHANDLER, Treasurer.

TEACHER WANTED.

TEACHER WANTED.

A GENTLEMAN, residing about twenty miles from Petersburg, in a healthy and agreeable neighborhood, Wishes to engage the services of a teacher, qualified to teach the Latin and English languages, to take there of a small school. Satisfactory testimonals of character and qualifications will be required. Letters addressed (post paid) to J. H. C., Box No. 41, Petersburg, Va., will receive prompt attention.

Sept. 7—c4t

MISS GORDON'S

BOARDING AND DAY SCHOOL,
FOR YOUNG LADIES,
WILL be re-opened on the first of October next. All
the usual English branches are taught in this
School, and dessons in the Latin, French, Italian, Spamid, and German Languages, and in Music and Drawing, given by competent teachers.
TERMS as heretofore.
Aug. 27—ctOct10

ETTHE LIEUTENANT GOVERNOR OF VIRGINIA, A PROCLAMATION.

WHEREAS, it has been represented to the Executive that SAMUEL JOHNSTON, a tree man of color, charged with felony, committed in the county of lerkeley, has fled from justice, and is now at large:—Therefore, I, Raleigh T. Daniel, Lieutenant Governor from the seat of government,—do hereby offer a reward of three hundred dollars to any person or persons who will apprehend the said Samuel Johnson, and deliver him into the justice, and said Samuel Johnson, and request the people of the Commonwealth generally, to use every exertion that he may be arrested and brought pursues.

Given under my hand as Lieutenant Governor, and under the lesser seal of the Commonwealth, at PEAL! Richmond, this second day of September, in the year eighteen hundred and forty-seven. R. T. DANIEL.

Till subscribers have established a General Agency in Richmond, Va, and most respectfully offer their services to their friends, and the public generally, for the transaction of all business requiring an agent in said city. They promise punctuality and strict attention to the collection of accounts and claims of every description, selling all kinds of produce, hiring out servants, renting out and receiving rents of houses, effecting private sales of real extate, paying taxes on delinquent lands, and redeeming those that are sold, &c.

Vensioners who receive their semi annual pay in Richmond, are informed that correct forms will be remitted to them, with instructions for the proper authentication of their vouchers, if desired, for a moderate compensation. Sutton & Southall's Agency

Soldiers, Widows and Orphans, who may be entitled claims from the United States, may have them mostly attended to, by placing them in the hands of

tt, nearly opposite the South gate of the Capito JAMES T. SUTTON, Ja., JOHN B. SOUTHALL.

FIFTY DOLLARS REWARD. AN AWAY from the subscribers, on Sunday, the 5th August, a Negro Man named GEORGE. The 5th Staye is about 21 years of age, black, about 5 feet 6 fiets high, weight about 150 pounds, has good teeth, 5d a round and likely face. He was purchased at R. Dickinson 4 Brothers Auction Room, on the 224 of inch last, from Measrs. Millner & Keen, of Phitsylvala Court house. He was purchased by them—M. 4 K. in Rickingham, N. C., and he will in all probability ake for that place, as he ran off last April, and was seen up, on his way there, at Amelia Court-house.—
Reperson that took him up on that occasion shot him, the walk shot, on the legs, and the shot marks are The person that took him up on that occasion shot him, with small shot, on the legs, and the shot marks are very perceptible on the hind part, or the calves of his legs. We will give \$50 for the apprehension and delivery of said boy to R. H. Dickinson and Brother, in Bichmond, Va., if taken up after this date, and, if taken up previous to this date, we will pay \$25 for his delivery here, and the expense of brinking him to this Face from where he may be taken up.

KELLY, HUNDLEY 4 CO.

Bithmond, August 27 1847.—etf

New Fall Dry Goods.

SEPTEMBER 14TH, 1817.
WARDEN, FARISS & BROWN are now receivin direct from New York and Boston, a portion wdays will be in receipt of their entire supplies. e deem it only necessary at present to state, tha Stock will be large and complete, and will comprise

STAPLE AND FANCY DRY GOODS, Macted with great care, and upon the most advantafrom terms; and we are persuaded that we shall be
the to offer to purchasers, either at wholesale or retail,
determents equal to any afforded in this market. We
shalt a call from our friends and the public generally.
WARREN, FARISS & BROWN,
Sept Mark M. No. 93 Main et. No. 95, Main st.

LAND FOR SALE. bill subscribers offer for sale the tract of land on which the late James Wyche resided, situated on river, in the county of Granville, North Carolina, has twelve miles of the Raleigh and Gaston Raid-and containing 1,100 acres. About one half is cland, and one-fourth of the tract river low sads. There are two good dwelling houses on the fairs, and all other necessary buildings for a form

## THE ENQUIRER. RICHMOND, VA.

Thursday Morning, September 16, 1847.

ANOTHER CROWNING VICTORY. which rushed over us, as we read the thrilling narrative of the glorious battles of Coutreras and Churubusco. With Disturnell's enlarged map of the Valley of the City of Mexico before us, we traced Gen. Scott's victorious march from Ayotla to the scenes of his late victories, and rose from Kendall's vivid sketch with new admiration for the generalship of Scott, and increased wonder and respect for the invincibility of the American arms and energy of character .-Kendall's masterly narrative, together with all the details which we find in all the New Orleans | Cruz, and enclosed to the Secretary of War: papers, we lay before our readers this morning .-We give it preference over every thing else, satistied that all speculations of our own would be thrown away, when matter of such stirring interest fills the thoughts of the whole community.

Nor shall we attempt to "fight the battles o'er again," nor to fill up the gaps in the narrative which are yet left open. The official accounts will soon present all the facts, and, for the present, the sketches before us present abundant materials for thought. Once more the dark myrtle is richly entwined with the glittering laurel. The country, while rejoicing over the triumphs of our arms, the bright precursor (as we hope; and believe) of peace, will deeply deplore the havoc made in the ranks of our gallant army. The memories of Thornton and Johnson of Virginia, Butler of South Carolina, and the other noble spirits who died for their country, will be enshrined with immortal honor in the national

We turn from the gloomy picture to the glorious achievements of our arms. These two last victories of Scott will rank favorably with the other deeds of the campaign- and they point, unerringly, we think, to the cheering rain-bow of Peace. Mexico must be noto satisfied, that all resistance to our arms must be desperate indeed -and the very terms of the armistice clearly indicate that negotiation and peace are the objects heartily desired by the rulers of Mexico. But our readers can draw their own conclusions from

the facts before them. Many persons seem to imagine that General Scott did not have more than 6,000 or 7,000 troops in the field, arrayed against 30,000 Mexicans .-While it is stated that, in one of the engagements only 6,000 Americans routed from 15,000 to 20,-000 Mexicans, it is naturally to be inferred, from what we know of the strength of Scott's army, and the current of events, that this number represents only a portion of his forces, and that another division was posted in a different quarter .-We are satisfied that Gen. Scott must have had with him at least 12,000 men.

The Mexican loss, in killed and wounded, is immense; said to be about five thousand. Our loss, in killed and wounded, is supposed to be about 1,100. The number of officers reported killed, viz: 12 Regulars and 4 volunteers, is small, compared with other actions. The American officers wounded, as reported, are 45 Regulars, and 21 Volunteers, viz: New York regiment 10, South Carolina regiment 11.

But all doubt on this and other points will soon be cleared up by the official accounts-and we torbear all speculations. The victories have been glorious and astounding-and some of the incidents romantic and highly honorable to the American character.

We but express the general feeling, we are satisfied, when we declare that Persifer F. Smith, of New Orleans, Colonel of the Mounted Regiment and Brigadier General by brevet, won his full share of glory on the 20th August. He fought bravely under Gen. Taylor in Floridawas recommended by Gen. Taylor as commander of the Louisiana Volunteers, when they were called for on the first breaking out of the warand received the honorable office of Colonel of the Mounted Regiment, at the hands of the President. He is spoken of in the highest terms, for his military knowledge and noble qualities. But all, we doubt not, did their whole duty on this grand occasion.

By order of the Executive, a salute of one hundred guns was fired at 3 o'clock yesterday, by Capt. Nimmo's Fayette Artillery. We have

never seen our city more excited.

On Tuesday night the Secretaries of State and ot War received by Express the interesting letters, to be found below, confirming the glorious news. There were no despatches from General Scott. It will be seen that the commission to negotiate has been appointed, and at its head Herrera, supposed to be a friend of peace. Mr. Trist writes that they had already had two meetings, and were to have a third, perhaps a last interview, on the 30th August. The Union looks upon the City of Mexico as at the mercy of our army, and thinks that the late rout has induced the enemy to enter into negotiations for peace.

Santa Anna has published a manifesto, in wretched attempt to throw the blame on an offending general, believed to be Gen. Valencia, who. he says, disobeyed his order in advancing, instead of taking a safe position at Coyoacan, and, alterwards, in not retreating to San Angel. He says that Gen. Scott might have reached the capital but for his (Santa Anna's) resistance to the advanced corps; and that on Gen. Scott's proposing an armistice, he concluded to accede to it .-[This we cannot yet believe.] He yet talks of the "national honor!"

But we have only time to insert the very interesting letters from the Union :

The following letter is from a highly respecta-ble officer at Vera Cruz, to the Secretary of War: "VERA CRUZ, August 31, 1817.

"Sir :- I have the honor and satisfaction to inform you that our army has again been crowned with victory; 32,000 Mexicans engaged, with Gen. Santa Anna at their head, our little army. who, with the bayonet, drove them, in two hours,

to the gates of the city.
"Commissioners were immediately appointed and nego iations are going on. The pretocol appears on the face of it to be dictated by our commissioners. I had an English copy of it to send to you, but Colonel Wilson, for some cause best known to himself, begged it to send to the

"I send despatches which I received from Mr. Trist, to the Hon. James Buchanan. I cannot conclude without congratulating you, Sir, on this mighty conquest, for I feel assured that it will result in peace. Paredes will, in my opinion, hur-ry the conclusion of it. He ought never to have got out, after he got into the city; nevertheless, I firmly believe it will hasten a peace. Valencia made his escape with only two companions to where he pronounced against Santa Anna and peace.

"I enclose a copy of a letter which I have received [from a very distinguished officer of the

"With great respect, your obedient servant.
"Hon. William L. Mancy,
"Secretary of War, Washington City.

"I am pleased to add, that the following named persons are the commissioners on the part of Mexico; and more so, because they are considered most friendly disposed for peace, viz: General Herrera; Sor. Conto, Lawyer; General Mora y Villamil; Sor. Atrislain, Lawyer; Sor. Arroyo, Secretary [formerly Secretary of Legation in the

"I have just seen a letter from one of the most respectable English houses to their house here they say that the Mexicans are so out-generaled and so cornered, that they must make peace; but that General Scott says if they do not at once,

The following letter is from a highly distinguished officer of our army, who had a principal

TACUBAYA, Aug. 26, 1817. My dear sir:- I owe it to your many acts of kindness to inform you that our arms are crowned with a glorious victory. After many minor combats, but always against very superior numbers, with about 7000 we encountered the enemy's army, headed by Santa Anna, at Churubusco, 3 or 4 miles from the gates of the capital, strongly entrenched. To this position we could only get two light batteries, 8 pieces. The enemy had much artillery and 32,000 men. After two hours of bloody conflict, mainly with the bayonet, we carried every thing. The rout was complete, and the pursuit carried to the gates of the city.—
Our loss is short of 1,000—the enemy's 5,000, including many distinguished men, generals and civilians.

In haste, your friend.

The following is an extract of a private letter from a Captain in the army, (who witnessed the battle,) addressed to his correspondent at Vera

"You have no doubt been made aware, that, during our stay in Puebla, the General in-chief and Mr. Trist received several visits from the British Secretary of Legation in the city of Mexico, relative to peace with this country, so that ne of the Americans actually believed we were going to have a treaty of peace signed at once, but all this vanished as soon as Santa Anna got the people a little united, and a large force collectral Scott, in the meantime, having received rein-forcements, continued his march on the capital on the 7th inst. On reconnoisering the hill of Penon, three leagues from the city, which was fortified, the General-in-chief concluded not to at-tack it, and the troops were marched round the south side of Lake Chalco to Tlalpain, or San Agustin, where the last arrived on the 19th inst. On the alternoon of that day an action was com-menced by the troops under Gens. Twiggs and Pillow, about four miles from Tlalpam, on the toad to San Angel, where the Mexicans held a strong position, with about twenty pieces of cannon and six thousand men, under Gen. Valencia, at a place called Courteres, and on some heights called the Lomas of Magdalena.

"The fire was kept up until night with great vivacity by the Mexicans; as they were at a considerable distance from their adversaries, who fired but little during the afternoon, and of course suffered much from the fire of the Mexican artillery; but at break of day on the 20th, Gen Smith surrounded one flank of the enemy, got in their rear, made over 3,000 prisoners, took all their artillery, and killed 600 or 700 of them. The Americans under Twiggs and Pillow continued their march to San Angel and Coyoacan, so as to get in rear of San Angel, on the Tlalpan road to Mayica, where the Mayicans were also road to Mexico, where the Mexicans were also fortified, while Gen. Worth advanced on San Antonio, which the enemy hastily abandoned and retreated to a bridge over a stream of water that crossed the road, where they had a large tortification; and on the left of the road, a few hundred yards, another fortification with a large convent well garrisoned and fortified also. Here the American forces all neared each other, and were fired on with great vivacity by the Mexicans for about an hour. The troops of Gen Worth drove the enemy out of the works about the bridge, and pursued them along the main road; and Gen. Shields attacked a hacienda a little further on, and routed them from there; and after about two hours, the battle of Churu-20,000 men, and commanded by Santa Anna in person, who retreated through Mexico to Guadalupe, as he thought, of course, that the Americans would enter the city. Gen. Worth slept in the advance that night, about a league and a halt

The Union contains the following qualifications of the armistice agreed to:

Headquarters of the Army U. S. ? Tacubaya, Aug. 23, 1847. Considered, approved, and ratified, with the express understanding that the word "supplies, as used the second time, without qualification in the seventh article of this military convention-American copy-shall be taken to mean (as in both the British and American armies) arms munitions, clothing, equipments, subsistence (for men,) forage, money, and in general all the wants of an army. That word "supplies" in the veres" instead of "recursos.

WINFIELD SCOTT, General-in-chief of the U.S.A.

[Translation.]
Ratified, suppressing the 9th article, and explaining the 4th, to the effect that the temporary peace of this armistice shall be observed in the capital and 28 leagues around it; and agreeing that the word suppries shall be translated necursos; and that it comprehends every thing which the army may have need, except arms and mu-

HEADQUARTERS ARMY U. S. OF AMERICA, Tacubaya, August 24, 1847.

I accept and ratify the foregoing qualification added by the President General of the Mexican WINFIELD SCOTT.

A true copy of the original.

G. W. LAY, U. S. A., Military Secretary to the General in Chief.

A LEAF FROM THE PAST. The N. O. Delta contains an interesting anecdote in regard to a prediction made by General

"When Gen. Scott was in this city, on his way to the seat of war, he was frequently interrogated by curious persons as to his plans and designs .-But the old General was generally as close as an oyeter. There was, however, one purpose of his which he made no effort to conceal, and that was his determination to be in the Capital by the 1st of September. "I shall dictate peace to them intheir Capital, on the 1st of September, 1817."-The old General is certainly shaving it very which he acknowledges the defeat, but makes a close, but we believe he will redeem his promise.

> RICHMOND'AND DANVILLE RAILROAD. At a very numerous meeting of the citizens of Richmond, held at the Odd Fellows' Hall, on Monday evening the 13th of September, 1817, on motion, Joseph Mayo, Esq., was called to the chair and Gustavus A. Myers appointed Secre-

The Chairman briefly but earnestly explained the object of the meeting, and concluded by inviting the gentlemen present from the counties of Pittsylvania, Charlotte and Amelia to address the meeting upon the prospects and advantages

of the proposed improvement and its great im-portance to the city of Richmond. Vincent Witcher and Whitmel P. Tunstall, Esqs., of Pittsylvania, and Lewis E Harvie and Benjamin M. Jones, Esqs., of Amelia county, in compliance with the wishes of the meeting, severally addressed it, and in warm and eloquent terms recommended the work to the cordial support of the citizens of Richmond. On motion of Mr. Horace L. Kent the follow-

ing resolution was adopted:
Resolved, That a committee of five from each ward be appointed by the Chairman to wait upon and solicit the citiz us of Richmond to take stock in the Richmond and Danville Railroad Company, and that they report to this meeting on Monday evening next the 20th inst., at 7 o'clock.

And then the meeting adjourned.

JOSEPH MAYO, Ch'man. GUSTAVUS A. MYERS. Sec'IV.

THE NATIVE AMERICAN NATION-AL CONVENTION -This body has adjourned sine die. Late on Friday night they nominated Gen. Dearborn, of Massachusetts, as the Na-No candidate for President was nominated resolution, however, was unanimously passed, recommending the members of the party to vote for Gen. Zachary Taylor as President. On Saturday, a resolution was introduced by a delegate from New York, to change the party name, by striking from it the word "Native," so that it should be hereafter called the "American Party." This was done with the avowed oblaws, to act with the party, and become members of the associations. This was voted down by a large majority. Mr. Ely, of Boston, then introduced a resolution that the extension of the term required for naturalization to twenty-one years, was only a stepping stone to something better, to wit: birth upon the soil as the only qualification. The resolution was strongly opposed, and finally the result was a vote as follows: For the resolution 19; against it 7-83 of the mem-

ELPORT OF SURVEYS MADE FOR THE BY W. A. KUPER.

To the President and Directors of the Louisa Railroad Company:

Gen'lemen: I have the konor of presenting you with the following report on the surveys made for the extension of the Louisa Railroad from its present terminus at Gordonsville to the base of the

Contemplating the act of Assembly, and the provisions therein specified, it appeared from re-ports of surveys previously made, that three routes would offer themselves for selection—first, rontes would offer inemserves for sciention—first, at Rockfish Gap—secondly, at Payne's Run Gap—and, thirdly, at Powell's Gap. In view of these facts, and the wide extended range of country embraced between the extremes, I deemed it advisable first to make a reconnoisance of the country to some to have a reconnoisance of the country. try, so as to obtain a general idea of its topography, and the conformation of the mountain slopes, for the construction of a railroad of easy grades. The result of these examinations proved highly sat sfactory at one point, but left a doubt on my mind as to the practicability of the other two. Payne's Run Gap I was satisfied to be a continuous of the continuous actions in the continuous satisfied to be a continuous to the continuous actions in the continuous continuou higher than Rockfish Gap, although it had been reported but 538 feet above its base. Powell's Gap I was aware [from a survey made in 1814, I

believe,) would require a heavy grade to ascend to the mouth of the tunnel, but still felt a strong hope, from appearances, that this could be con-siderably reduced. In this, however, from causes unaccountable, I was disappointed. However, 1 determined as the most satisfactory plan, to make an instrumental test of the different passes proposed, particularly as the parties contending were so confident of the merits of their particular routes. In these trials I found my opinion fully sustained as to the height of Payne's Run Gap, and the difficulties attending the construction of a railroad along the slopes of the mountain at this point so great, that the survey embraces only that portion known as the mountain proper, it being in my mind uscless to make any further examinations, as the following description, with its re-

Commencing at the intersection of Doyle's creek with Morman's river, and nearly opposite Whitehail, the line pursues the valley of said river to its tork near J. Harris's—distance 5 miles sult, will show: 560 feet, and ascent of 384 feet, and thence up the North fork of Moorman's river, in a narrow and confined gorge, with high rock bluffs and preci-piess on each side, the line reaches the summit of the mountain in a total distance of 10 miles 2370 teet, and elevation of 1723 teet. Taking the lowest grade that line could be assumed at 450 feet below the apex of the mountain, would give a tunnel 12 miles long, and require, with a grade of 70 feet per mile, an increased distance of 71 miles over the line actually run, to obtain which a detour into Brown's cove would have to be made at right angles to the line of direction, and over ground extremely rocky and broken. This line being thus abandoned, the choice of romes for your road rests between Rockfish gap and Powell's gap, the estimate of cost, &c. of each of which are presented for your consideration under their respective head, as follows:

ROCKFISH GAP ROUTE.

This survey commences at a point on the Rail-road line, near the crossing of the county road, 350 feet South of the depot. Thence following said road for a distance of 2200 feet, and course N.15 W, the line makes an abrupt turn, to a general course of S. 45 W., South and parallel with the Charlottesville stage road, and thence passing South of Capt. Lindsay's house, and North of Union Hall, to the summit of the ridge dividing the waters of the James and York rivers, distance 5 miles 750 feet. On a permanent loca-tion the line at Gordonsville will have to com-mence 400 feet further back, and a curve of 1146 feet radius, describing nearly a semicircle, run to obtain the proper direction; from thence it is posmaterially the cost of the work. of the distance, netwithstanding the grades undu-late to their maximum, there will be some heavy work encountered, and exceed streams to be this purpose, of building wooden trestles on stone foundations raised 2 feet above the surface of the ground, in place of arched culvers, will, I am confident, answer a much bener purpose, both as regards safety to the road bed during high fresheis, and their prime cost. It desired further to add

to their durability, the whole structure can be weather-boarded by nailing to the diagonal bra-Tre estimate for this kind of work, including foundations, on a liberal calculation, will cost er a height of 10 feet, at the rate of 50} per foot run, and so on in proportion to height. The line leaving the ridge descends into the valley of Mechanek creek, pursuing the same to the 114 mile station. The line to this point can be traced with but few changes of direction; tangents of 1 to a mile in length, and curves of large radius obtained. The fall of this part of Mechunck creek is at an average of 25 feet per mile, with great uniformity of surface, the principal work necessary in this distance being to raise an embankment of from 3 to 4 feet in height, sufficient to place the road-bed above high water mark. Indeed, the idea of so favorable a route

existing, to a person viewing the country on the main road to Charlottesville, would appear pre-posterous. As evidence of this fact, we have only to be reminded of the general opinion enterained of its cost. From the 114 miles station the line leaves the Mechanek creek, making an angle to the right of 69 degs., and bearing N. 621 W., and crossing two ridges, strikes the Huckstep branch, thence passing a little north of Mr. Huckstep's house, ascends with a maximum grade, crosses the ridg one fourth of a mile south of the Brick church,

the stage road at Mrs. Rogers' saw mill, and on to the summit between Mrs. Rogers' house and said road-distance from Gordonsville 11 miles 1080 feet. There will be in this distance an embankment

15 feet high required to cross the Huckstep branch and a cut of 15 feet at the summit, back of the Brick church-the other portions are generally Resuming the general direction at this poir

the line descends to the Rivanna river with a continuous grade of 50 feet per mile, to near the 17th mile station, passing in its descent to the North of Everettsville, and leaving T. J. Randolph's house about one quarter of a mile to the

The country which is passed over in this dis tance is rather brok n, and the first judications of rock cutting met with—the estimate embracing mountain, 38 miles an allowance for that item.

Leaving this station, and a quarter of a mile in advance, the line falls into the stage road near the Shadwell mills; pursuing the same for a short distance it is again sustained on the hill side to the North of said road, to the point at which it becomes necessary to cross the Rivanna river-dis

tance 19 miles 830 feet.

To obviate the difficulties to be encountered at the Shadwell mills in the removal of several large dwelling houses, it is probable where a permanent location is made, the line could be carried on a higher level, and pass back of all the buildings at this place. Should any difficulties, however, of a serious character arise in this respect, a line can be had passing entirely back of this hill, by bearing off immediately to the right after passing Col. Randolph's, and coming to the river at a point 3,400 feet above the mills. An instru-mental examination was made of the most difficumstances.

From the point last mentioned, the line immediately crossed the Rivanna river, and will require a bridge 300 feet long, with an elevation of of the fi its upper chords of 36 feet above the surface of

This point I consider the most favorable for crossing, from its combining advantages which were not to be found at any other. First: From the facilities of approaching, both from the east Secondly: The natural abutment presenting itself on the east side, together with the width of the river, (215 feet.) And thirdly: The country intervening between this point and the summit at of easier ascent, and consequently any increased distance that might be gained by crossing at a point lower down with a view of modifying, would be of no possible advantage. At present with a From Gordonsville for a distance of 2200 feet, grade of 60 feet per mile, the cut at the summit will be 11 feet, with several heavy embankments, and an additional bridge of 300 feet length red distance of one quarter of a mile, strikes the road I consider this to be the easiest grade that the country will admit of without increasing the ex-

at once explain the difficulties.

The line enters the town of Charlottesville near In the surpassed in fertility by few, if he will occupy the city with a territorial government and healthy neighborhood.

They speak of the Americans with admiration.

The departure from Gordonsville crossing above, and from the survey made by Charles B. Shaw, C. E., in 1836, from Gordonsville crossing in the matter, or to be bound by it.

They speak of the Americans with admiration.

They speak of the Americans with admiration.

The departure from Gordonsville can be effect.

The departure from Gordonsville can be sitted and possible can be sitted

Heiskell's store a deflection in the line is made to the right, running to a depression in the ridge 1300 feet north of the University. Here a cut of 27 feet, with probably some rock, will be necessary. A line running south of the University would avoid this heavy work, but it would be

at the expense of greatly increasing distance.— The level of this summit is 22 feet above Gor-An experimental survey commencing at the head of Water street, and crossing Main street near John H. Bibb's store, was made to this summit, in the expectation of avoiding the cut

near Midway, but it was found that the country would not support the desired grade, and consequently was abandoned. Proceeding from this summit on a course N. 66 deg., W, the line crosses over Meadow creek, and strikes a flat ridge leading to the summit at Jesse Lewis's, distant from Gordonsville 231

line assumes a course of N. 52 degs. W., crossing the turnpike road to Staunton for a distance half a mile; thence it bears gradually to the left, until it again crosses the turnpike, and reversing its curve reaches the summit at Mr. Lowry's, distant 25 miles 3200 feet from the beginning. On this portion of the line the grades undulate, and the ground passed over generally

very nearly the turnpike road until near Mr. Gooch's tavern, which it leaves to the left, and crossing the D. S. branch strikes over a depression in the ridge, dividing the D. S. branch and Big Ivy creek; crossing Big Ivy creek and over a second ridge to Little Ivy creek near Mrs. Lewis's, and up said creek, passing through Wood-ville to the summit at McGebee's tavern; leaving his house 900 feet to the right, the line descends to Mechum's river, leaving Mr. Oldham's to the left about a quarter of a mile—distance 314 miles and 71 feet below the point of beginning at

This portion of the route, otherwise expensive very favorable in its direction. From Mr. Gooch's tavern, it is possible that by pursuing the D. S. branch to its intersection with Big Ivy, and thence passing South and near Mrs. Gilmer's up to Mrs. Lewis's, the line can be improved, in so far as regards first cost; but this I would not recommend, as increased distance involves an expense annually and forever, in the

repairs and maintenance of way, more than equal to the interest on the capital saved. A bridge 400 feet long, and elevation of 45 feet, will be required at the crossing of Big Ivy creek.

From the summit at M'Gehee's to Mechum's river, the line adopted is the most favorable of three surveyed. The difficulties in this section are certainly very serious, requiring a cut of 50 feet, and a bridge at the river 1,000 feet in length, and an elevation of 60 feet above the valley.

Leaving Mecham's river the line ascends with

a grade of 70 feet per mile, leaving Jarman's mill a little to the left, and Mountain Plain meeting house to the right, and crossing over very broken ground reaches the level of the ridge near the 331 mile station, thence follows the ridge to near Mr. Whaling's house. From the river, by keeping up Licking Hole creek, and striking the summit of the ridge further in advance, it is pos-sible the line would avoid both the heavy cuts

encountered in that distance.

Leaving Whaling's house on our right, the line crosses over several ridges and valleys, made by the head waters of Licking Hole creek, render-

We have now reached the point where it may be said the line strikes the Blue Ridge. point, in the whole distance to the Eastern en-trance of the tunnel, of 71 miles, does not vary, right or left of an assumed straight line, still, from the steepness of the mountain slopes, the road will necessarily consist of a series of reverse curves, having radii of 600 feet. Although this degree of curvature, in the early construction of railroads, would have been considered highly ob-jectionable, at present, from the improvements made in the construction of the locomotive en-gine, the difficulty of traversing curves of such radii is accomplished without materially affecting its capabilities.

There will be several embankments and cuts varying from ten to sixty feet, and an aggregate of 2,700 feet in length of bridging. The line now passing through the mountain by

its anex, strikes the Western slope with its grade the water of South river, near Waynesborough.

The grades adopted through the tunnel is ascending from the East 3,200 feet, at the rate of 70 feet per mile-thence to its Western entrance, By this means, all accumulation of water will be easily avoided, the necessity of very expensive pumping machinery dispensed with, and the time necessary for its completion, together with the cost, greatly reduced. Indeed, judging from the quantity of water now passing down the mountain, I doubt very much whether any kind of machinery could keep the way clear suf-aciently long for the removal of the first yard of its excavation—certainly not on a grade of 70

feet per mile. Although the survey of this route was conborough, with a result proving that with the passage through the mountain the difficulties terminate, the estimate will embrace only the distance between Gordon-ville and the western entrance to the tunnel, it being 45 miles 680 feet, and the elevation of the top of the mountain at Rockfish

cost of graduation, which would be exceedingly toublesome to transfer to our columns, and it is unnecessary to do so as the eggregate of the en-

tire cost follow:]
Recapitulating the above estimate, and adding hereto the cost of the mountain division, the tunnel and superstructure, we have the whole cost of the Southern route condensed in the following items:

\$251,991 34 mountain, 38 miles \$251,991 34 Mountain division, 7 miles 960 feet, 275,000 00 175,000 00 701,991 31 46 miles 680 feet of superstructure, 184 515 15 at \$4,000 per mile, 856,506 49 Add for superintendence and contin-

gencies, embracing land damages, depots, &c., 8 per cent.,

[Mr. Kupen states that the estimates of the ost of the Rockfish Gap route are at a maximum rate. He advises that a portion of the timber [the sills] for the road be subjected to the process of Kyanising. From practical tests, he estimates that the saving this process would effect

cult part of this route, which proved that the adoption of either would depend upon future cirwould be 435 dollars for every mile of road every timbers for the whole road would be 8,500, which would have to be added to his estimate already Mr. K. next gives a table of the grades of the Rockfish Gap route, which we omit as unnecessary for the general reader. The report Having given you a general description of this

route, together with an estimate of its cost, &c., we now turn to the route from CORDONSVILLE TO POWELL'S GAP.

The difference of opinion entertained by the parties contending, of the meri s, cost, &c., of river, (215 feet.) And thirdly: The country in-tervening between this point and the summit at Charlottesville not capable of supporting a grade

will be 11 feet, with several heavy embankments, and an additional bridge of 300 feet length required at the crossing of Moore's Creek. Indeed, from Gordonsville to Charlottesville, crossing the same and taking a course N. 64 W., reaches a low depression a little to the north of Mr. King's; pense (already very heavy) enormously. A pense (already very heavy) enormously. A thence by bearing gradually to the right as the two mile station, turns the south end of Bell's mountain, an! from thence in a pretty direct thence by bearing gradually to the right as lar as course leaving F. Bell's house 500 feet left, at | can be easily satisfied.

the opposite side hill, and by gradually bearing to tance wit the left for a short distance, strike a favorable 9 miles. ridge for the descent to Blue Run, which is two

respond, of 6 feet span; with this exception, the amount of masenry is light. The grade descends | practicable, at least for the purposes to which

cost, I am as equally confident, deling satisfied that on a permanent location, the line actually divisions of the State united in one grand comrun would be improved. The line has now attained the summit of the some of its slight irregularities, without culverts or drains of any importance. The line follow-

derstand its general leatures. From the 194 mile station, the line leaving this ridge inclines to the left, descending and crossing in its course two branches tributaries of Blue Run, ascends and reaches a low depression in the ridge on which Stanardsville is located, and south

of that place one quarter of a mile. The estimate for this portion of the line is made upon the assumption that the line will pass on a permanent location north of Mrs. Collins' house, the most difficult part of which was sur-

and ascending to the summit, 55 feet per mile.— The 60 feet grade cannot be reduced without making a considerable detour north. The distance is 201 miles

The country from this point, after crossing Blue Run ascends ahead very fast. A thorough examination was made to Switt Run creek, where we first strike the mountain, by surveying three routes, with a view, it possible, of modifying the grade, and I am sorry to say without the least success, and consequently the grade from the top of Powell's Gap, with but a slight modification on the 231 mile station may be said to be continmous to Blue Run, and at the rate of 95 feet per

For the sake of convenience, the line from this point will be described as actually run, that

In the reconnoisance made and mentioned in the first part of this report, I had every reason to hope that if the line could be carried around the by the head waters of Licking Flore creek, ethicising its course winding, and the work of an expensive character, until it reaches the 37th mile station, a little North of Blair Park—thence it passes ever more favorable ground to the 38th mile station, crossing in that distance the Jarmile station, a little North of Blair Park—thence it of 80 feet per mile. This I expected, from the facts gathered from a report made two years ago for the same number of the same numbe point of Slater's mountain and then be made to for the same purpose that this survey is now executed.

The line was traced accordingly, but after reaching the point of the mountain, I tound it would not be possible to obtain a curve of the deup than anticipated, induced me to continue the line immediately down the mountain, to a point from which I assumed as practicable to descend from,-this I found to be 1,503 feet below; or, as suming the grade at the beginning to be 7271 feet below the top, and the greatest distance that could be had at 5 miles, would give a grade, de-scending at the rate of 1451 feet per mile.

All hopes failing in this direction, the only al-ternative left is to cross this mountain, rendering an additional tunnel of 1800 leet in length neces rary, thence the line bears to the left and is susover ground that is exceedingly broken, to Wil liams' river, crossing the same in a curve of six hundred feet radius, and turning 180 degrees, by the same, to Swift Run creek, where again th line, unfortunately, with its grade of 80 feet per mile, terminates at an elevation of 140 feet above, the top of the mountain at Powell's Gap.

to descend the mountain from Powell's Gan, no alternative but its adoption can follow. quently, we can state its most prominent features consist, first, in a tunnel through the Blue its apex; secondly, a tunnel 400 feet long, through Brokenback mountain, in preference to an 80 fee cm; thirdly, a tunnel through Stater's mountain, 1800 feet long, and 267 feet below its apex; and fourthly, a continuous grade of 95 feet per milfor a distance of 8 miles 3040 feet, and continued after a modified grade of 43 feet per mile, and one mile long, a further distance of one mile-or a total distance of 9 miles 3060 feet, at 95 feet pe

The total distance from Gordonsville to the Western mouth of the tunnel is 32 miles 3320 feet, and the elevation of Powell's Gap 1791; ft.

[As in the portion of the report relating to the cost of graduation, &c., the aggregates below being all that is useful to the general reader :]

Recapitulating the above estimate, and adding thereto the cost of the mountain division, the tunnels and superstructure, we have the whole cost of the Northern route condensed in the following

mountains, 23 miles 2960 feet, Mountain division, 9 miles 360 feet, 270,000 00 Three tunnels, 2 miles 240 feet, 390,000 00 752 605 33 32 miles 3320 feet of superstructure, 125,620 83 at \$3850 per mile,

Add for superintendence and contin-

ges, depots, &c., 8 per cent.,

gencies, embracing land dama-

Aggregate, In the above estimate, the prices allowed for the graduation, &c., are the same as on the Rockfish Gap route. In the cost of superstructure, how-ever, I considered it fair to make a deduction of \$150 on the mile, from the greater facilities of

procuring timber. I also deem it proper to remark, that the estimate of the mountain division was made on the grade line traced, as I found from copious notes taken on the ground, that, on a grade of 95 feet per mile, there would be, with the exception of ncreased length of tunneling, no important difterence in its profile.

[As before, we here omit the table of gradua-From the above estimates, it appears that the route to Powell's Gap will cost less than its rival to Rockfish Gap by an amount equal to \$8,912 76. But, before determining upon its selection from this fact alone, it should be borne in mind, that there are leatures in this route so objectiona hle I might say impracticable, that a permanent ficulties, might be calculated to deleat forever the

prespect of an ultimate extension of your road to the Ohio river. The simple fact of the great difference of gradients on the two routes, as it involves an ex-pense annually and forever in the transportation why this route should not be adopted, all else beheavy or light will draw, varies with the gradients of the road, is evident by virtue of gravita-tion, and equivalent in the difference of elevation of a summit from 17 to 25 feet per mile, when equated to one mile of horizontal distance; and, again we have every reason to believe that the write more, for the mail is on the point of clodifficulties do not terminate with the passage of the tunnel through the mountain, and of this we

the head of Water street—distance from Gordonsville 21 miles 900 feet, and level 69 feet below; thence passing south of Midway hotel,

of occupying the centre of this road, or rather | tance may be said to be remarkably favorable, | thence to the Shennadoah river 1,390 feet, conse-EXTENSION OF THE LOUISA RAILStreet, with one line, will, it is hoped be sanctioned by the proper authorities. Is surface coned by the proper authorities. Is surface constreet, with one line, will, it is hoped be sauctioned by the proper authorities. Is surface conforming so nearly to a uniform grade, will in a measure render it easy to avoid all difficulties in the summit, no very heavy cuts or fills and in another survey crossing at Simmons' Gap the Shenandoah river at Sching's Ford was estimated at 1,255 feet below. With these surveys the Shenandoah river at Sching's Ford was estimated at 1,255 feet below. With these surveys the Shenandoah river at Sching's Ford was estimated at 1,255 feet below. With these surveys the side of Powell's Gap, and its beight com-Run, heading near this summit, and passing 200 cn each side of Powell's Gap, and its height comfeet to the left of Dr. Jones' house, and immediately over his spring is then sustained on the hill side of the spring is th as far as the 4th mile station; at this point it becomes necessary to cross the branch and strike the valley of at least 505 feet. tance with a grade of 60 feet per mile of nearly

The distance from Powell's Gap to the river miles 3140 feet from the summit, and 176½ feet below, or 87 feet below Gordonsville.

In this distance we will have some rock cutting to encounter, and an embankment near the 4th mile station 45 feet high, and a culvert to cortain the summer of the say, as I made no examination, for the reason that I considered the difficulties on the East side of sufficient magnitude to render this line im-

continuously, at the rate of 50 feet per mile.

Leaving Blue Run, the country over which the survey passed, until it reaches the summit of the ridge 2 miles north of Barboursville, a distance the Ohio river, there are facts relative to ridge 2 miles north of Barboursville, a distance of a little over 3½ miles, is very irregular and broken, requiring deep cots and fills, and a large amount of reck couting.

It was suggested to me, while surveying this portion of the route, that by going north of Hardwicke mountain, a cheaper and shorter route could be obtained. I am satisfied, since having plotted the line, that the distance would be rather increased than diminished, and as recards the distance with the termination of the tunnel all the distance would be retained. increased than diminished; and as regards the difficulties are overcome, the door to the great mercial and fraternal union.

Assuming Jennings' Gap as the point where ridge dividing the waters of the Rivanna and the two routes must of necessity become com-Rapid Ann, presenting in its whole distance to mon, the distance by the Southern route, as near the Blue Ridge, comparatively speaking, an even and uniform surface, remarkably favorable for miles than that passing by Powell's Gap, and conthe construction of a railroad, requiring but a sequently, so far as the ultimate extension of the small amount of labor to cut down and fill up road is concerned, there being no difference in distance, the advantages of the Southern route must at once become more apparent.

ing this ridge to the 194 mile station, the above remarks, together with the detailed estimate furnished, will be sufficient to render it easy to unposed, the distance to Harrisonburg will be the same as from the terminus on the northern route. Stanardsville would be the point on that line, for it would be of little advantage to the trade to ex-tend it a distance of 3 miles to the base of the the purpose of approaching nearer Powell's Gap over which a wagon could not hauf over half a load, and certainly no inducement to build one at a heavy expense, when the Swift Run Gap road presents itself within 11 miles; consequently, Stanardsville is the point at which the northern route must terminate, and is distant 36 miles from Harrisonburg. The terminus contemplated on the southern route will be probably at Jarman's mill, or if thought proper, at the foot of the mountain at Jarman's Gap. The distance would be rather nearer from Jarman's mill, and assuming that as the point, the distance to Harrisonburg is about the same by Paine's Run Gap, as it is from Stanardsville, viz. 36 miles. From this depot, communications can be had with the Valley of Virginia-first, by Rockfish Gap; secondly, by Jarman's Gap; thirdly, by Turk's Gap; tourthly, by Paice's Run Gap; and, fitthly, by Brown's Gap -all within convenient distance, and, with the exception of Paine's Run Gap, good roads over

I am not possessed of sufficient data relative to the products and population of the country on either route, to enable me to say definitely which would secure the greatest amount of trade and travel. However, on this head we may expect to get all the information desired from the parties contending, when the subject is brought up for fi-

Let me add in conclusion, that your road is to occupy a prominent position in the scale of pub-lic improvements, and is destined to effect a com-plete revolution in the prosperity of Virginia, in and uniting in community of feeling and interests, the two grand divisions of the State. Recommending the adoption of the southern route.

Respectfully, your ob't serv't, W. A. KUPER, C. E. Frederick Hall, Sept. 8th, 1847.

A correspondent of the New Orleans Picavune writes as follows from Buena Vista, under date of Aug. 16th. The touching tribute to Captain Fairtax is in fine taste. We deeply regret to see that any portion of the Virginia volunteers were concerned in the "emeute" with Col. Paine of the North Carolina Regiment:

In camp here matters go on much the same as

usual, and the health of the troops continues about the same. It gives me pain to announce

that the Virginia regiment has lost one of its most accomplished Captains, Virginia one of her most worthy and respected sons, in the person of Capt. Henry Fairfax, of Fairfax county, Virginia, who died in Sahillo evening before last, of manded the 13th company, and came out after the regiment had been some time in the country. He had received a military caucation as West Point, but did not remain in the army atter he graduated. A brave, chivalrous spirit, and an ardent desire to give his country the be nefit of his services in the field, induced him to sever the ties that bound him to the domestic hearth, around which gathered an affectionate wite and smiling children, and led on his neigh-bors to a distant country; and now in the prime of life, with the prospect so gratitying to a seldier, of marching on to meet the enemy and wielding the good right arm for victory, he has met that who has taken him prisoner and borne him to the grave, where legions have been borne before,-Although it has been denied him to die upon the field of battle, his death is not the less glorious that it was a peaceful one. Friends watched over his sick bed, cared for his wants and wept Rockfish Gap route, we here omit the table of to the States to-day by two of his late compan-

resigned their commissions and were about re-

turning home. Two of the Virginia companies

stationed in town, and the staff and company of-ficers of the regiment, all who can leave camp,

Gen. Wool has also signified his intention of be-

ing present with his staff upon the occasion, as a

token of respect for the deceased. Yours, &c.,

will escort the remains to the edge of the town.

BUENA VISTA, August 16, 1847. I had not purposed relating, tearing that something more distressing might grow out of it, but as everything seems quiet now, I will briefly re-late the circumstance. Col. Paine, of the North Carolina regiment, from the rigid system of discipline which he has pursued, has become very unpopular in his owa regiment and in the Mississippi and Virginia regiments, with which he has been thrown in connection as officer of the day. Many insults have been offered him by members of the two latter, and this feeling has gradually been ripening till it came to a head last night. A crowd assembled about different tents of about thirty men, some his own and some privates of the Virginia regiment; and subsequent ly stones were thrown at his tent. A number of men also assembled in front of his lieutenant colongl's tent, who was sick and vomiting, and incrowds were dispersed and two men ordered to be taken to the provost guard. The men of one were compelled to obedience by the colonel.— One of them, however, refused to take his arms until the colonel held his sword over him and threatened to cut him down it he refused.-That company having evinced a determination not to obey, were ordered to the rear of the colonel's tent and obeyed contrary to his expertations, and were dismissed after answering to their names. Subsequently, quite late in the evening, another pusse assembled in front of the colonel's tent, but as he came in sight they began to disperse in different directions. He ordered them to halt, but they refused. The colonel then and ordered them again, and upon their refusing, discharged his pistol into the crowd, bringing down two men, wounding one of them mortally, This prompt and decisive step quelled the mu-tiny, and the colonel reported to Gen. Cushing They both repaired to the camp, but everything was quiet. I regret to say that the colonel did not receive any very unanimous support from his officers on the occasion. The man who was

CAUTION!-We learn that counterfeit eight dollar notes of the Bank of Charleston, [South

so badly shot died last night. I have no time to